

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No. 8078

第八十三年元統宣

MONDAY, MAY 17, 1909.

一拜禮

號七十月五英港香

\$35 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Starting
\$1,500,000 at 1/2 = \$15,000,000
Silver \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gosses—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Sandow, Esq.
A. G. Barrett, Esq.
G. S. Goble, Esq.
W. Helms, Esq.
Hon. Mr. H. A. W. C. R. Lehmann, Esq.
Slade.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—V. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Accounts at the rate of a per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3/4 per cent. per annum.
For 6 months, 3/4 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 10th April, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

PAID-UP CAPITAL £1,300,000
RESERVE FUND £1,575,000
RESERVE LIABILITIES OF PROPRIETORS £1,300,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of a per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " 3 1/2 " "
" " " 3 " " 3 " "
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [22]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per cent. per annum.
" " " 6 " " 3 1/2 " "
" " " 3 " " 3 " "

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

NEDE LANDSHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,752,884.84 (about £479,427).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Tegal, Pecalangan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 1/2 per annum on daily balance.
Fixed Deposits 12 months, 4 1/2 per annum.
" " " 6 " " 3 1/2 " "
" " " 3 " " 3 " "

J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908. [16]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 14,000,000
RESERVE FUNDS " 15,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. OHFOTO.
KOBE. TIEN-TSIN.
OSAKA. PEKIN.
NAGASAKI. NEW-HWANG.
DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTONG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-SHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Accounts at the rate of a per cent. per annum on the daily balance.

On fixed deposit:—
For 12 months 5 1/2 p.a.
" " " 6 " " 4 " "
" " " 3 " " 3 " "
TAKAO TAKAMICHI,
Manager.
Hongkong, 22nd March, 1909. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option business of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21]

DEUTSCH ASIATISCHER BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurter Bank
Jacob S. H. Stern
Norddeutsche Bank in Hamburg
Hamburg
Sal. Oppenheim Jr. & Co., Koeln.
Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROSENTHAL & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [23]

Intimations.

THE SAVOY.

HIGH CLASS AMERICAN STORE.

Regal Shoes \$10.00 per pair

Monarch Shirts \$2.25 each

Closet Evening

Shirts From \$3.75 up

Pyjama Suits " " "

Steamer Rugs " \$15.95

THE SAVOY.

Hongkong, 16th February, 1909. [18]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
Of the Hongkong Telegraph Office.

Hongkong, 9th March, 1908. [14]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
KOBE	SOCOTRA Capt. F. E. Andrews, R.N.R.	About 18th May	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PERA Capt. W. W. Cooke, R.N.R.	About 19th May	Freight only.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	About 27th May	Freight and Passage.
LONDON, &c., via usual Ports	OCEANA Capt. T. H. Hyde, R.N.R.	Next, 29th May	See Special Advertisement.
SHANGHAI, MOJO, KOBE & YOKOHAMA	SIMLA Capt. G. D. Goldsmith, R.N.R.	About 4th June	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909.

Intimations.

LANE, CRAWFORD & CO.



8 MINUTES EXERCISE EVERY DAY WITH SANDOW'S GRIP DUMB-BELLS AND 1 DIGESTION. INSOMNIA AND SLUGGISH LIVER DISAPPEAR.
PRICE: \$6.00 per Pair WITH CHART.

LANE, CRAWFORD & CO. [20]

AQUARIUS.

A PURE, DISTILLED TABLE WATER.

In QUARTS, PINTS and SPLITS.

Mixes freely with Wines and Spirits, without in any way destroying the flavour.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

Hongkong, 15th April, 1909. [19]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites for Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 15th July, 1909. [16]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 10th July, 1909. [17]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG at 7 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 580 Tons and "SUNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. and 5 P.M. Passengers can return to Hongkong or Vice Versa by the "Lian" and "Sun" lines. These vessels have Superior Cabin Accommodation throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 28th May.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [1]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager. [25]

Hongkong, 5th February, 1909

KOWLOON HOTEL.

EMPIRE DAY.

A MUSICAL DINNER will be served on MONDAY, the 24th instant, at 8 p.m.

MENU by AH CHONG.

(For many years chief Cook to late Mr. J. W. CSBORNE.)

The 105th M. L. I. Regimental Band will play Special Selections of Music during and after Dinner.

Hongkong, 10th May, 1909. [23]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor.

N. BLUMENTHAL,
Manager.

Telephone, 190.

Telegram "Astor."

[24]

Mails.

NORDDEUTSCHER LLOYD,

BRICKEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To sail
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER" Capt. G. Meiners	WEDNESDAY, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" Capt. C. Dewitt	About WEDNESDAY, 19th May.
MANILA, YAP, FRIEDRICH WILHELMSHAFEN, SIMPSON-HAFEN and SYDNEY	"MANILA" Capt. E. Gathmann	FRIDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Sembill	About SATURDAY, 19th May.
KUDAT and SANDAKAN	"BORNHO" Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th May, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	Rebufat	24th May, P.M.	
MARSEILLES, VIA PORTS	OCEANIAN	Splier	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, TOURANE	Lancelotti	7th June, P.M.	
MARSEILLES, VIA PORTS	POLYNESIEN	Broc	8th June, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th May, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 11.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshien, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

HONGKONG-MANILA-
ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Siever	MANILA	Immediate despatch.

For Freight or Passage, apply to

BARRETTO & CO.,

Agents.

Hongkong, 6th May, 1909.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Tyle Screw Tonnage are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Bontje,

A. I. and Watkins.

Yokohama, May 21st, 1909.

To Let.

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID & Co.,

Prince's Buildings.

Hongkong, 25th March, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND

& LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

NO. 3 MORRISON HILL. Entry about 1st proximo.

Apply to—

Messrs. JARDINE, MATHESON

& CO., LTD.

Hongkong, 12th May, 1909.

TO LET.

GODOWN No. 5A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT

& AGENCY CO., LD.

Hongkong, 1st April, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RYAN TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 15A, DES VEXES ROAD next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

No. 10, DES VEXES ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT

& AGENCY CO., LD.

Hongkong, 19th April, 1909.

TO LET.

TWO AIRY ROOMS in a house on BELLIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"

C/o Hongkong Telegraph.

Hongkong, 5th March, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vexes Road Central (formerly occupied by Messrs. Shaw, Thomas & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 15th May, 1909.

NATIONAL EFFICIENCY IN CHINA.

In his efforts towards the reconstruction of national ideals and the regeneration of national life the wise reformer will always reveal a conservative instinct. Indeed the absence of this conservative trait is the one distinction which marks the revolutionary from the true reformer, while its presence is the sufficient assurance of a sane and steady progress. Many interested observers of events in China, as they have measured the meagre performance of her Government by the fulsomeness of her promises, have shown considerable impatience with the very obvious failures and conspicuous shortcomings of Chinese officialdom. So much is this impatience felt that there are not wanting those who are ready to say that in this Empire, as now constituted politically, "dwelleth no good thing" and that the first step needful is to "sweep it all away." But it is well to remember that a nation which would build sure must build slow. Chinese reformers are more blameworthy for saying too much, than for doing too little. The great task before the reformer in China is to learn what it is possible and wise to conserve, and his aim ought to be to discover rather what it is necessary, than what it is possible to cut away. Too great a break with the past, as the experience of these days in Turkey may serve to illustrate, is a weakness and a very certain source of political trouble.

In the sphere of education China has a unique opportunity to make use of her age-long experience, and by adapting her time-honoured methods to the demands of the age there seems no reason why she should not secure to herself for national service the best and most efficient of her sons. Strangely enough she appears unwilling to trust the very system which she originated and taught other nations to use with the greatest of benefit to themselves, and she is to-day suffering from ill for which she has all the remedy in her own hands. The system of competitive examination which had served China through so many centuries has proved a failure in her management, not because the system was a bad one, but because it was applied on too narrow a scale and in too ignorant a manner. So far as it went, it produced men of culture whose knowledge of certain things was phenomenal. That they were inefficient in other and more practical things was not due to their native incapacity but to the mass of useless learning with which they had been encumbered. That a change was very necessary goes without saying; the question is whether the change which has taken place is altogether for the good. Generally speaking it could be assumed that a degree man under the old system was, at least, a thorough Chinese scholar. At the present time in China there are crowds of Chinese using degrees which appear to be the sign manual of anything rather than learning. Sign boards on all hands announce that men bearing the magic letters, M.D., after their names are practising Western medicine, officiates enough on the strength of a diploma from a hospital where they have received an inadequate training from an over-worked staff of doctors. Bachelors of Arts are to be discovered galore, whose attainments in their own and western learning are equally unsatisfactory. These are nevertheless very useful members of the educated community and could fill subsidiary posts with advantage. But their unfettered use of degrees is raising a false standard of learning in China.

Now, it is possible for this country to solve the whole problem of an educational standard, and many other serious problems, such as the discovery of truly efficient men for the government service, at the same time, by inaugurating a system of examination in Western subjects on the lines of the old system. By adding to the number of available, well-educated Chinese, prominent educationalists, missionary, and otherwise, such as are now available all over this Empire, to form Boards of Examiners, attainments in Western learning might be standardized by examination and a graduated system of valid degrees established, by means of which reputed scholarship could be put to the test. Degrees from well known Western universities might be recognized, but graduates from all centres of learning outside these should be forced to take the national examination or remain outside such benefits as its degrees might ensure. Something of this kind is fast becoming a necessity in order to protect the credulity of this people in regard to Western learning from being imposed upon by those who have in reality no other credentials to offer than a mere trip to Japan or a short period of study at a foreign managed school. It is necessary to the successful working of such a scheme as is here proposed that it be conducted in an entirely impartial manner by men whose fairness is above reproach, and that no such thing as a religious test should be imposed on any of the candidates. That some such system will eventually be forced upon the country in its own interest is hardly doubtful, and there are signs that the Government is already becoming uneasy as to the results of much of the so-called Western learning with which the nation is being flooded. But the rulers of China have yet to prove that they are sufficiently enlightened to have grasped all the points of the problem as it presents itself clearly to other eyes.—N. C. D. News.

AN APPEAL

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superioress will also be most grateful for any FANCY or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters of the Convent.

Hongkong, 1st April, 1909.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below. Indicates a Typhoon to the North-East of the Colony.
3. A DRUM. Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards. Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards and DRUM below. Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below. Indicates a Typhoon to the South-West of the Colony.
7. A BALL. Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. II. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Abandon.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tin Koi.
	Tai To.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. C. FINE, Director.

1st May, 1909.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in this, by all Chemists, etc., everywhere.

BENGER'S FOOD

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE AFFAIRS.

IN THE FOREIGN PRESS.

[By courtesy of the "Sheung Po"]

Peking, 16th May.

The Waiwupu has telegraphed to the Chinese Ministers accredited to foreign countries to the effect that, whenever they observe any incorrect reports concerning China in the foreign Press, they are to take suitable steps to rectify the errors.

PRINCE CHING.

DENOUNCED FOR ALLEGED B-IBERY.

[By courtesy of the "Sheung Po"]

Peking, 16th May.

Censor Wong Sui-lun has denounced Prince Ching for having, it is alleged, received bribes indiscriminately and giving official appointments to his adherents.

Prince Ching is determined to resign.

THE SHANGHAI TAOTAI.

DISMISSAL PROPOSED.

[By courtesy of the "Sheung Po"]

Peking, 16th May.

The Grand Council has telegraphed to Viceroy Tuan Fang proposing to dismiss the Shanghai Taotai.

In his reply, Viceroy Tuan Fang stated that, Taotai Tsai Nai-huang was guilty of a dereliction of duty only in connection with the failure of the Yuen Yuen Bank in Shanghai, but as he is a capable official he might be exonerated.

THE "MANCHURIA" PUNCTUALITY.

A DISAPPOINTED PASSENGER.

The stern punctuality which the Pacific Mail Steamship Company exercises in sending its big liners off to the Orient was strongly impressed yesterday on Thomas W. Brown, a well-known travelling man, who piloted an automobile and a tug against the speed of the steamship in a vain pursuit along the waterfront and down the bay, reports the *San Francisco Chronicle* of 16th ult.

Brown, who was booked to sail on the *Manchuria* for Manila, arrived at pier 42 a few minutes after 1 o'clock, just as the faces of those crowding the liner's decks were becoming indistinguishable to their friends on the wharf. Brown took his disappointment almost cheerfully; in fact, he showed less interest in the fact that he had been left behind than did the crowd which thronged the pier. Stopping long enough to light a cigar, Brown got into an automobile and the driver was directed to make all speed for Meigs wharf.

"We'll catch her, all right," said Brown, as the machine tore through the dust of the water front docks. When Meigs wharf was reached the *Manchuria* was just abreast, but it could be seen from her increasing speed that the screws were beginning to revolve faster.

The United States tug *Golden Gate*, Commander Berry, lay alongside the barge office, and into this Brown leaped, and it was now a race on the *Manchuria*'s own track, but the gallant little white tug was no match for the liner, and although she kept on doggedly, the *Manchuria* drew away from her until, when the Heads were reached, the big steamship was plowing her inexorable way far ahead. The *Golden Gate* then turned back, and Brown will have to wait for the next steamer. His baggage occupies a deserted stateroom on the *Manchuria*, and there will be a vacant place at the table on the run across the Pacific.

SHIPPING AND MAILS.

MAILS DUE.

German (*Lusatia*) 19th inst.
French (*Sydney*) 24th inst.
German (*Prins Waldemar*) 28th inst.
Canadian (*Empress of Japan*) 3rd prox.

The C. N. Co.'s s.s. *Chinan* left Shanghai on 16th inst., and may be expected here on 19th inst.

The Imperial German Mail s.s. *Prins Slesmund*, which left here on 22nd ult., arrived at Sydney yesterday, at 8 a.m.

The Imperial German Mail s.s. *Derflinger* left Shanghai on 15th inst., at 7 p.m., and may be expected here on 18th inst., at daylight.

The M. M. Co.'s s.s. *Sydney*, with the French mail of the 25th ult., and mails from London of the 24th ult., left Singapore to-day, at 3 p.m., and may be expected to arrive here on 24th inst., morning, and will leave for Shanghai and Japan on the same afternoon.

"HISTORIC" SHANGHAI.

A VOLUME OF FASCINATING CHARM.

Local histories must always have a circumscribed field and their appeal must always be limited, but the local histories has seldom a topic of such varied interest or of such international significance as is to be found in the rise of Shanghai to its present position of principal emporium of an Empire of nearly four hundred millions of souls, the commingling of the commercial, political, and financial interests of every civilized nation, giving to Shanghai and its history a character unique. Of all that is involved in the story of this great port Mr. Montalto de Jesus, in this sketch of Shanghai's history, gives us the *finis et origines*, and we cannot delay saying that his volume is one of fascinating charm and will earn the gratitude of all Shanghaians and of those whose interests are wider still, those whose first concern is rather the interplay of political forces and the move and countermove of diplomacy in the Far East; for the history of Shanghai is bound up with much wider things than its own commercial or municipal destiny. Opened to the world in response to the hard knocks of foreign guns, foreign endeavours saved it from the devastation that would otherwise surely have laid it low during the rebellions of the Taipings, and foreign nations again secured for it immunity from attack during two of China's wars. To the student of larger affairs its history is of interest as embodying the growth of an ideal, the gradual reduction of conflicting views and interests into a harmony of compromise without sacrifice of essentials, and the concrete expression and sanction of international amalgamation in the Far East. From this point of view we are inclined to question some of Mr. Montalto de Jesus's interpretations of facts and ascriptions of motive, but as probably every reader will approach the subject with his own preconceptions, and as every writer on the subject would certainly do so, we cannot hold our author in default on that account; but rather we are unreservedly thankful that the slightly Anglophobe and Sionphobe symptoms of his earlier work have very largely disappeared and on the whole, even where we regard his judgment as being in error, we recognize the fair-minded manner in which it is expressed.

Having disposed of this, THE ONLY SERIOUS CRITICISM we have to make of Mr. de Jesus's volume, we may proceed to suggest to our readers exactly what is the scope of the work and what is the bearing of the past, as pictured for us in these pages, on the present. Passing over the days before there was a foreign Settlement at Shanghai we may note that there was at one time a possibility that this history could never have been written. The claims of Chusan, that delightful island, were at one time regarded as not unworthy to be set up against those of Shanghai as a place suitable for the establishment of a foreign Settlement, but the geographic and commercial instinct, decided in favour of Shanghai, just as, at an earlier stage of European intercourse with China the claims of Chusan had given way before the commercial and military instinct which favoured Hongkong. Mr. de Jesus gives a spirited narrative of the opening of Shanghai and of the events that led to the Treaty of Nanking. He then proceeds to discuss the rise of the foreign Settlements and the circumstances under which this event took place. There can be little question that in the somewhat casual negotiations conducted by Captain Balfour with the Taotai for the settlement of the regulations governing foreign residence at Shanghai there was little of the forthrightly necessary to the great administrator. Mr. de Jesus points out that Consul Balfour had in mind merely British interests, and whilst we cannot agree with Mr. de Jesus in commending his attitude in this regard we would note that from the first he kept in mind the fact that other nationalities would be seeking a lodgement in the newly opened port, and under his successors hard facts brushed aside Balfour's theories. The

TWO SALIENT FACTS of the Regulations were that provision was made for the amenability of other foreigners to the code and that Chinese residence within the Settlement was interdicted. It was not long before other nationalities sought to establish their Settlements, but by 1845, as Mr. de Jesus tells us, regulations were made for the welding together of the original Settlement, commonly known as the British Settlement, the French Concession, and the American pseudo-Settlement, and at the inauguration of the new régime Consul Alcock dwelt upon a need and an ideal that we have frequently emphasized in these columns, viz., "laws whereby the whole foreign community should be equally amenable," unity in constitution, purpose and government. Mr. de Jesus tells us that there was no difficulty in this regard as far as the British authorities were concerned, for they "never regarded the Settlement originally assigned to British merchants together with any rights or privileges therein acquired by the Government as a means of excluding other foreigners therefrom."

MR. DE JESUS'S INTERESTING NARRATIVE we cannot follow in detail, but we may touch on some points of special interest. Mr. de Jesus puts the extremely vexed question of Chinese residence in the Settlement in a clear light when he says, "From a purely foreign reservation the Settlement became a native Asiatic, the southern portion becoming blocked with abominably overcrowded and filthy hovels, fraught with danger of fire and pestilence, rife with brothels, opium shops and gambling dens." To the Consul's representations on this subject the Taotai replied that according to the original Land Regulations native dwellings were interdicted within the Settlement; now, however, tenements were built by foreigners to accommodate natives, regardless even of the risk incurred in harbouring people of bad character indiscriminately. The Council eventually took this view, and limited its action to the suppression of disreputable houses.

Continued.

THE ASPIRATIONS OF THE SETTLEMENT for absolute freedom were given some most carefully digested and interesting information, including that of a scheme whereby the "leading citizens unfolded the outlines of a free-city under the protection of the four Great Powers most in touch with China, but exercising its own government through its own officers, to be elected under a system of suffrage that would give the controlling power to the owners of property, native and foreign, the city and its environs to be incorporated under a strong government." Throughout the book we are coming across foreshadowings of what must undoubtedly be the solution of Shanghai's great question, the admission of Chinese to a share in its government and we constantly find the Consul upholding the frequently forgotten fact that the soil of the Settlement is the soil of China. Consul Medhurst pointed this out, and Sir Frederick Bruce disesteemed "any administrative system which set at naught the territorial rights of the Chinese government." Nay, more, "When the Taotai sought to levy one after another kind of tax on native residents within the Settlement, Sir Frederick Bruce repeatedly upheld the right of the local Chinese authorities to do as they pleased in the matter." Again, in 1885 Sir Richard Rennie suggested that the new code of Regulations and By-laws proposed for the government of the Settlement should be submitted to an experienced lawyer. The result was a sweeping revision of both Regulations and By-laws and the affirmation of the principle that "for any amendment thereto confirmation by the Peking government was required."

THE LOVE OF FAIR PLAY that has always actuated the representatives of Great Britain in the Far East is admirably illustrated in Mr. de Jesus's account of the origin of the Imperial Maritime Customs. During the Taiping rebellion the Chinese Customs House on the Bund was pillaged and wrecked by the rebels.

"The situation then assumed a peculiar phase. All native authorities being locally overthrown, the foreign mercantile community regarded the Treaty as, then in abeyance, inasmuch as there were no officials to carry out its stipulations; and it was argued that where no customs-house existed there could be no obligation to observe its rules and pay its duties. Nevertheless Consul Alcock declared that the capture of a port could in no way abrogate a solemn Treaty with the Empire; that the Treaty obligations remained binding in spite of one of the contracting parties being for the time being incapacitated from giving full effect thereto; and that this incapacity arising as it did from that contracting party being beset by calamities, was the reason why its rights should be ignored, but on the contrary constituted the strongest argument for the honest recognition of such rights." Consul Alcock announced provisional rules for clearing ships in the absence of customs officials, the amounts due on imports and exports to be paid in to the British Consulate either in silver or in promissory notes, to be eventually handed over to the Chinese authorities. Several other nationalities joined this arrangement for a week or two, but soon defected, the first to drop out being the United States Consul, who was also a merchant. For several months this system was in working order, and received the emphatic approval of the British Minister in Peking, but eventually through force of circumstances it broke down, and on Consul Alcock's initiative the Imperial Maritime Customs took its place. In the meantime, British integrity had cost British merchants hundreds of thousands of dollars.

We have perhaps dealt rather with one aspect of the matters covered in this interesting volume, but it must not be assumed that other aspects of Shanghai's history are overlooked. The book is written with

A WIDE OUTLOOK. No narrow view of the place held by Shanghai is taken, as, the following extract from the Preface will show.

"The pride of Shanghai, however, rests more upon the memorable struggle which proved to be an empire's deliverance of its terrible scourge—the Taiping rebellion. In this glorious liberation Shanghai figured as the central point, only to remain unparadoxically unmentioned and unnoted. It is precisely from this central point that a history is most needed, inasmuch as the great influence which the reign of terror had upon the destinies of Shanghai, for good and for evil, can never be adequately gauged without full light being thrown on local conditions at that stirring epoch. Thence dated the marvellous growth of the foreign Settlements. It is mainly from this standpoint that the writer has striven to meet a long-felt need in presenting a faithful picture of what will ever be regarded as the most historic and interesting period in the annals of Shanghai."

This being the point of view from which the book is written it is appropriately DEDICATED TO GORDON, of whom an excellent portrait appears. Mr. de Jesus realizes, and his readers will realize with him, the great part that Shanghai played in the destinies of China at that time of stress and storm, and he points out that the Chinese Government was either slow to see this apt to express its sense of gratitude.

We trust that what we have said will make it clear to our readers that "Historic Shanghai" is a book worthy of the attention alike of the general reader and the student. For the benefit of the latter the frequent citation of authorities is invaluable, and a good index enables him to turn up any particular point with facility. With abundant and excellent illustrations, clearly printed in a comfortable type, and neatly and strongly bound, "Historic Shanghai" should take a place on every Shanghai bookshelf, and should also appear on the shelves of all who take a serious interest in the affairs of the Far East.—*Saturday Review*.

NO WAR, a boatman, was in the Police Court to-day, fined \$5 for driving a stake into the roadway at Kennedy Town yesterday, in order to anchor his craft.

Today's Advertisement.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"SYDNEY."

Captain Rebutat, will be despatched for the above Ports on or about MONDAY, the 24th instant.

For Freight or Passage, apply to

P. DE CHAMPMORIN, Agent.

Hongkong, 17th May, 1909.

JUDGMENT RESERVED.

IN THE RECLAMATION DISPUTE CASE.

In the Supreme Court, on Saturday, his Lordship the Chief Justice (Sir Francis Piggott) reserved his decision in the well-known reclamation dispute, in which the Governor is suing one Chu Ping, of 313, Des Voeux Road, for the specific performance by the defendant of the agreement dated 19th December, 1889, whereby Chu Chuen (now deceased) agreed with the Governor of Hongkong, for the consideration therein mentioned, either to assign an equitable proportion of the reclamation to Marine Lot No. 534, or to pay an equivalent sum of money to the owners of Sections B. and D. of the said lot, and also for the specific performance of a second agreement dated 24th July, 1903, for certain declarations, and for costs.

The Chief Justice's decision, which should prove of considerable interest, is expected to be delivered in a few days' time. Mr. H. E. Pollock, with Mr. H. L. Denney (of the Crown Solicitor's office), appears for the plaintiff. Mr. M. W. Slade and Mr. C. J. Albaster, instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) represent the defendant.

HOW CHINA IS WAKING UP.

MOTOR-CAR SERVICE THROUGH THE GOBI DESERT.

SLOWLY OUSTING THE RUSSIANS.

The *Tagblatt fur Nord China* publishes an interesting article on the growth of Chinese power in Mongolia. It says that important Chinese colonial questions are being solved unostentatiously, and that Tibet, Mongolia and Manchuria are becoming more Chinese than ever they have been. As the means of strengthening her national position in the Dependencies, China is sending to those places enormous numbers of emigrants. To send coolies and peasants in as large numbers as it desires to these countries, thinly peopled by native tribes, costs the Peking Government only the small labour of edicts to the Governors of provinces suitable for such emigration, and small financial aid in special cases.

An army of about 40,000 men, drilled by Japanese instructors, and armed with modern weapons, has been placed during the past two years in the region of Urumchi, and the old frontier posts of Kulaja and Bulun-tchou have been strengthened. In the so-called further Mongolia, to the north of the Gobi desert, the sudden activity of the Chinese Governors Kobdo and Ulaissai is filling the consuls charged with the maintenance of Russian interests in Urga and Ulaissai with anxiety. Even in these places, which are only reached after a tedious desert journey from Peking, the military as well as the economic power of the Chinese is making slow but steady progress.

Since 1907 in East Mongolia there have been camps of regular Chinese troops. The endeavours of China in Mongolia are not only directed against the attempts of Russia to obtain food in that country, but also against the independent Mongolian princes. The interest of independence and the danger threatening them from Peking makes the Mongolian princes the natural allies of the Russians, who are more sympathetic to them than the Chinese. The author asks of what avail that is against the irresistible forward march of Chinese settlers and traders with whom Russian traders cannot compete.

The overland trade of the tea caravans through the Gobi Desert via Kiakhta, which brought occupation to thousands of Mongols, and made the people dependent on Russian gold, has found other ways. Kiakhta is a town of the past, and a house of eight rooms can be obtained for twenty-five roubles a year.

Instead of that, the Chinese are planning the first automobile communication through the Gobi Desert between Urga and Kalgan, which will shortly be connected with Peking by rail.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	109 1/2
Do. demand	109 7/8
Do. 4 months' sight	109 9/16
France—Bank T.T.	25 3/4
America—Bank T.T.	81 1/2
India T.T.	133 1/2
Do. demand	134
Bombay—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. \$100	76 1/2
Japan—Bank T.T.	26 1/2
Java—Bank T.T.	27 1/2
3 months' sight L/O	109 15/16
5 months' sight L/O	109 23/16
30 days' sight San Francisco & New York	44 1/2
4 months' sight	45 1/2
30 days' sight Sydney & Melbourne	109 15/16
4 months' sight France	25 3/4
6 months' sight	25 3/4
4 months' sight Germany	80 1/2
Bar Silver	24 1/2
Bank of England rate	24 1/2
Gold	113 1/2

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

WEDNESDAY,

the 19th May, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising—
Double BRASS BEDSTEAD with WIRE MATTRESS, TEAKWOOD SIDEBORD and DINING WAGGONS with BEVELLED GLASS, SILK TAPESTRY COVERED DRAWING ROOM SUITE, Double TEAKWOOD WARDROBES with BEVELLED GLASS, CHEST-OF-DRAWERS, DINING TABLE and CHAIRS, DINING SERVICE, GLASS, CROCKERY and E.P. WARE, CARPETS, RUGS, a quantity of CANTON BLACKWOOD WARE, &c., &c.

ALSO
One CARMINA, One COTTAGE PIANO, One very Old VIOLIN, ELECTRIC FANS, AND

2 FOWLING PIECES.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 17th May, 1909. [416]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. PATRICK."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th June, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on TUESDAY, the 25th instant, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 17th May, 1909. [417]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of remaining on board after 4 P.M. the 18th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 17th May, 1909. [418]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 17th May, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 17th May, 1909. [419]

Intimations.

THE DAIRY FARM CO., LTD.

BUTTER

40, 60, 65, 70 and 75 Cans per lb.

OUR SPECIAL

"HONEYSUCKLE"

BRAND.

Cannot be equalled in Asia.

\$1 a lb.

Hongkong, 15th May, 1909. [180]

INSURANCE MAN seeks Engagement—28 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.

Apply—

"VICTOR"

C/o Hongkong Telegraph.

Hongkong, 30th April, 1909. [182]

NOTICE.

THE Manager of Kennedy's Stable begs to inform the residents of Kowloon and district that, provided sufficient support be forthcoming, it will be prepared to ESTABLISH a SHOEING FORGE at Kowloon, where Horses and Ponies can be shod by experienced Shanghai farriers on stated days, to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge, the manager hopes that the scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of horses or ponies to the undersigned.

G. W. GEGG,

Manager,

Kennedy's Stables.

Hongkong, 4th May, 1909. [199]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m. to 10.00 a.m. ...Every 15 minutes.
10.00 a.m.	10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m.	11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m.	12.45 p.m. to 1.15 p.m. ...Every 15 minutes.
1.15 p.m.	1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m.	1.45 p.m. to 2.15 p.m. ...Every 15 minutes.
2.15 p.m.	2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m.	3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m.	5.00 p.m. to 8.00 p.m. ...Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 15 minutes.

B.

Aubrey, Dr.
Austin, E. F.
Blair, Mr.
Bowen, Mr. and Mrs.
Campbell, Miss Carter
Chapman, Mr.
Constand, A.
Danby, Mr. and Mrs.
Darling, Col.
Davidson, E.
Delmers, Mr. and Mrs.
Delmers, Miss
Dewey, Capt. & Mrs.
Dowley, Mr. and Mrs.
Ellis, A.
Eunice, Rev. and Mrs.
Dallas
Finch, Capt. and Mrs.
Fronm, Mr.
Galbraith, M.
Ganiden, G. G.
Gaster, E.
Gelethorpe, F. I.
Gilpin, Mr. and Mrs.
Griore, Mrs.
Hancock, H. H.
Hanzen, Mr.
Harris, Mr.
Hassan, Mr. and Mrs.
Haveland, F. A.
Hockaday, W. T.
Houghes, Rev.
Humphreys, W. M.
Jacks, Mr.
Joseph, Mr. and Mrs. S.
Kennedy, Mr.
Knight, O. C.

Knot, Mrs.
Komb, J.
Lloyd, M.
Ling, Mr.
Loogridge, Rev.
Martin, R.
Miller, Mr.
Michelli, R.
Monk, A. V.
Montfeld, Engr. Com.
and Mrs.
Moreno, A.
Nicolaisen, Mr.
O'Connell, J.
Paul, Mr.
Perkins, T. L.
Phillips, Mr. and Mrs.
Probyn, R. A. M. C.
Rissland M. and Mrs.
R. K. Miss
Rogers, Mr and Mrs.
Rogers, Miss
Sawer, Mrs.
Sayre, Mr. and Mrs.
Stacell, A.
Smith, A. Gladay
Southland, Mr. and
Mrs.
Stacoppe, Lt. Col.
Stadt, Mr. and Mrs.
Van der
Thompson, L. & Mrs.
Thornhill, Rev.
Twiss, Capt and Mrs.
White, Mr. and Mrs.
Wood, David

ASTOR HOUSE
Kelly, W. H.
Lennox, Mr and Mrs.
Madden, J. F.
Madingar, P.
Marcovitz, Mr.
Marshall, Dr. J. S.
Marshall, Mrs.
McEwan, Mr.
Mitchell, E. W.
Morris, Miss Harriet
Munro, V. F., Marqu
and Marcheson
Orlolo
Niejahr, Albert
Potter, J. S.
Rae, Mr. and Mrs. A. L.

Dante, Mr. and Mrs. F. Ramello, Mr.
Ellis, W. Ramsay, R.
Eyre, H. Raygooden, Mr.
Ferry, W. V. Robinson, M. A.
Ghibbands, A. Seggie, T. W.
Ginkel, Van Setna, S. D.
Gomes, A. J. M. Stepany, C. H.
Hertera, L. C. Vorst, Miss Van
Jack, C. Walker, F. W.
Kilbury, Mr. and Mrs. Williams, L.
D. H.

CAPTAIN.	LAST REPORTED AT
L. T. K. Fuller	Yokohama
O. Ryan	Shanghai
Herbert	Yokohama
Wm. R. O. B. Bridgeman	Shanghai
Wm. R. O. B. Noble	Hongkong
H. L. F. Heard	Shanghai

C. T. Borrell	100	100	100	Hongkong
Walter Thomas	100	100	100	Shanghai
Walter Nugent	100	100	100	Kobe
Walter G. Heathcote	100	100	100	Cruising in Pacific
Walter Moore	100	100	100	Hongkong
Walter G. C. Heathcote	100	100	100	Shanghai
A. Macdonald	100	100	100	Hongkong
	100	100	100	Yokohama

on Baker	Yokohama
ander T. J. S. Lyne	Yangtsze
F. H. Walter	Hongkong
l. Smith	Hongkong
ander G. O. Walcott	Hongkong
ander R. S. Roy... ..	Yangtsze

ander B. J. Guy, V.C.	Yokohama
ander J. White	Hongkong
ander R. A. Rickell	West River
ander Alan Dixon	Yangtze
arlow	Hongkong
H. Lyon	Hongkong
ander H. R. Godfrey	Yangtze
ander H. T. Attley	Yangtze
Siervenson	Yokohama
ander H. P. Douglas	Port Swettenham
ander C. A. Brown	Shanghai

James C. F. Chang is ...	Shanghai
Edward M. F. Kuo ..	Yangtze
H. R. V. Cottrell-Dormer,	Yangtze
and G. R. Livingstone...	Yangtze

Ernest E. Christ	
------------------	--

STATION.	
STANDING OFFICERS.	LAST REPORTED

Fournier	...	...	...	...	Shanghai
enne	...	...	...	...	Canton
lossis	...	...	...	...	Saigon
marès	...	...	...	...	Shanghai
alt	...	...	...	...	Yokohama
...

[illegible]

Saigon
Saigon
HaiPhong
Saigon
Saigon
Saigon
Saigon
Hongay
Saigon
Saigon

000	000	000	000	000	00	Saigon
000	000	000	000	000	00	Saigon
000	000	000	000	000	00	Hongay
000	000	000	000	000	00	Camp Saint-Jacques

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE PERCENTAGE OF DIVIDEND	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$2,000,000	Final of £1 and bonus of 5/- for 1908 @ 1/8 = 31.624	58%	\$950 buyers London 190
National Bank of China, Limited	99,925	£7	£6	£4,000	\$10,223	£2 (London 1/6) for 1903	...	\$51 buyers
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	\$850	\$50	\$1,500,000	none	\$14 for 1907	72%	\$107 1/2
North China Insurance Company, Limited	10,000	£15	£5	£1,500,000	Tls. 160,512	Interim of 7/6 for 1908	54%	Tls. 204 buyers
Union Insurance Society of Canton, Limited	10,000	\$150	\$100	\$1,500,000	\$2,464,911	Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	51%	\$845
Yangtze Insurance Association, Limited	10,000	\$100	\$50	\$1,500,000	\$7,764	\$12 and bonus \$3 for 1907	71%	\$225 buyers
FIRE INSURANCE.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,500,000	\$375,341	\$6 and bonus \$2 for 1907	74%	\$108
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,500,000	\$1,687,111	\$27 for 1907	8%	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$15	\$15	\$1,500,000	\$1,035	\$1 for 1906	...	\$12
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,500,000	Nil	2 1/2 for year ending 30.6.1908	7%	\$36
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	\$1,500,000	\$20,270	Final of 1 1/2 making \$2 1/2 for 1908	71%	\$314 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£1,500,000	£13,755	6/- for 1907 on Preference shares only @ 1/9 11/16 = 5.156	4%	\$51 buyers \$28 buyers
Shanghai Turf and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 4,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2%	Tls. 53 buyers Tls. 55 buyers
"Jhall" Transport and Trading Company, Limited	10,000	£1	£1	£1,500,000	£6,817	Second interim of 1/- for a/c 1908	...	61/-
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,500,000	\$98	\$1.00 for year ending 10.4.1908	4%	\$26 buyers \$15 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,500,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2%	\$140 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,500,000	Dr. \$15,813	\$5 for 1907	...	\$16
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 4,173	Tls. 3 1/2 for year ending 31.8.08	...	175 buyers
Mining.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,500,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.10.09	7%	Tls. 161 buyers
Rub Australia Gold Mining Company, Limited	150,000	£1	£1	£1,500,000	Dr. £2,191	No. 12 of 1/- = 8 cents	...	\$94 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gas) & Co., Limited	10,000	\$25	\$25	\$1,500,000	Dr. \$7,422	\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,500,000	\$30,102	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$58 1/2 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,500,000	\$9,718	Final of \$4 making \$8 for 1908	11%	\$75 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 33,742	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6%	Tls. 15 buyers
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 697,257	Tls. 22,816	Final of Tls. 6 making Tls. 10 for 1908	5%	Tls. 171
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 29.10.09	6%	Tls. 101 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$1,500,000	Dr. 4,222	\$2 1/2 for year ending 30.6.07	...	\$51
Central Hotel, Limited	10,000	\$10	\$10	\$1,500,000	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$71 ex n.d.
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$1,500,000	\$99	Final of \$5 making \$6 for 1908	...	\$22 a new
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,500,000	\$16,475	Final of \$3 1/2 making \$7 for 1903	7%	\$9 buyers
Humphreys & Knate & Pincus Company, Limited	150,000	\$10	\$10	\$1,500,000	\$5,436	60 cents for 1908	61%	\$9 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,500,000	\$278	\$1 1/2 for 1908	5%	\$30
Sze Hai Land Investment Company, Limited	70,000	Tls. 50	Tls. 50	Tls. 1,133,045	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908	6 1/2%	Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	\$1,500,000	none	Final of \$1 making \$4 for 1908	9%	\$44
COTTON MILLS.								
Ewo Jotson Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,320	Tls. 5 for year ending 31.10.1908	4 1/2%	Tls. 170
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939	\$9,553	50 cents for year ending 31.7.08	6%	\$8 1/2 sales
In an additional Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 92
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,819	Tls. 4 for 1908	...	Tls. 112
Soy Chae Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 31,772	Tls. 15,911	Tls. 50 for 1906	...	Tls. 400
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	\$12 1/2	\$12 1/2	\$1,500,000	£4	1/10 per share for 1907 = 1.037	10%	\$10 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,500,000	£10	\$1.20 or 1908	9 1/2%	\$12 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$12,138	50 cents for year ended 28.2.06	...	\$6
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,500,000	\$1,407	80 cents for 1908	8 1/2%	\$9 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,500,000	\$48	\$1.50 for year ending 31.7.08	7 1/2%	\$16 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,500,000	\$3,755	Final of 50 cents making 90 cents for 1908	10 1/2%	\$8.90 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,500,000	\$251	75 cents for 9 months ending 31.12.07	8%	\$12
Hall & Holt, Limited	21,000	\$20	\$20	\$1,500,000	\$86,000	\$2 for year ending 29.2.09	9 1/2%	\$214 ex div.
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 1/2%	\$18 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,500,000	\$7,616	Final of \$1 per share making \$2 for 1908	12 1/2%	\$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,500,000	\$8,790	Final of \$1 per share making \$2 for 1908	8 1/2%	\$44
Matschappi tot Mijl, Bosch en Landbouw-planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 587,500	Tls. 3,612	1st Quarterly div. of Tls. 12 1/2 for account 1909	4%	Tls. 1,140 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,500,000	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6%	\$14 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	18,640	None	3%	\$2 sales
Philippine Company, Limited	75,000	\$10	\$10	\$1,500,000	Pa. 18,640	None	...	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,601	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2%	Tls. 112 b.
Shanghai-Somatra Tobacco Company, Limited	30,000	Tls. 30	Tls. 30	Tls. 24,820	Tls. 5,250	Final Tls. 3 making Tls. 8 for 1908	6%	Tls. 140 buyers
Shanghai Waterworks Company, Limited	16,850	£30	£30	Tls. 120,000	Tls. 29,038	Final of 1/- making 46/- for 1908	...	Tls. 415 buyers
South China Morning Post, Limited	10,000	\$5	\$5	none	Dr. \$56,602	None	...	\$24
Steam Laundry Company, Limited	6,000	\$5	\$5	none	\$136	40 cents for year ending 31.5.08	8%	\$5
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 12,295	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	...	Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	Tls. 4,000	\$172	60 cents for year ending 3.12.05	5%	\$101 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,500,000	\$1,360	80 cents on 9,000 old shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2%	\$13 buyers
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	\$1,500,000	\$6,438	Interim of 50 cents a/c 1908	6 1/2%	\$9
William Powell, Limited	15,000	\$7	\$7	none	\$3,95	Final of 50 cts. making 80 cts. for the year ended 30.6. June, 1906	...	\$3 buyers

* These shares are entitled to half of the profits.

Intimations.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

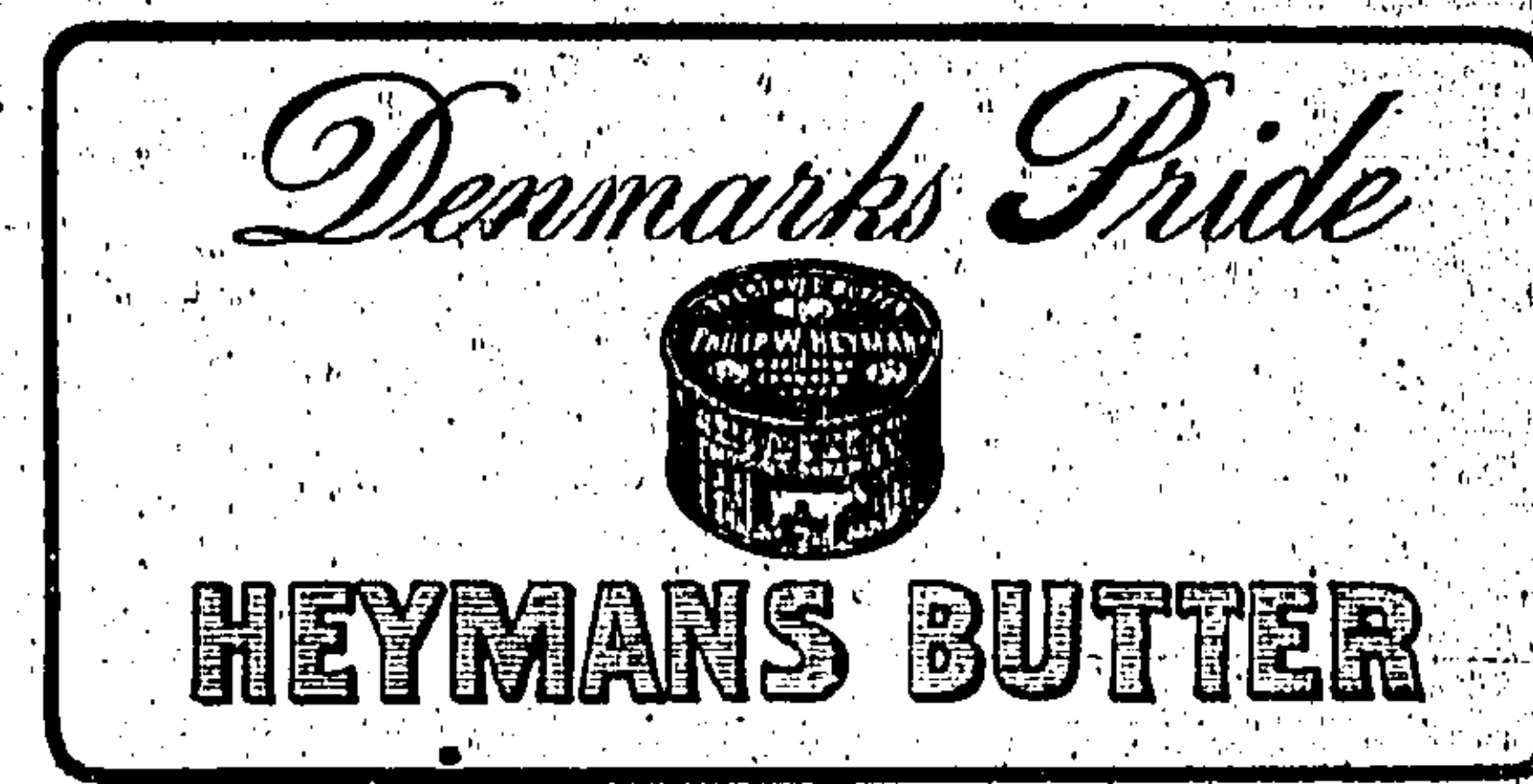
SPECIAL BRANDS:

Pigtails, Vегueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Esquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

358.

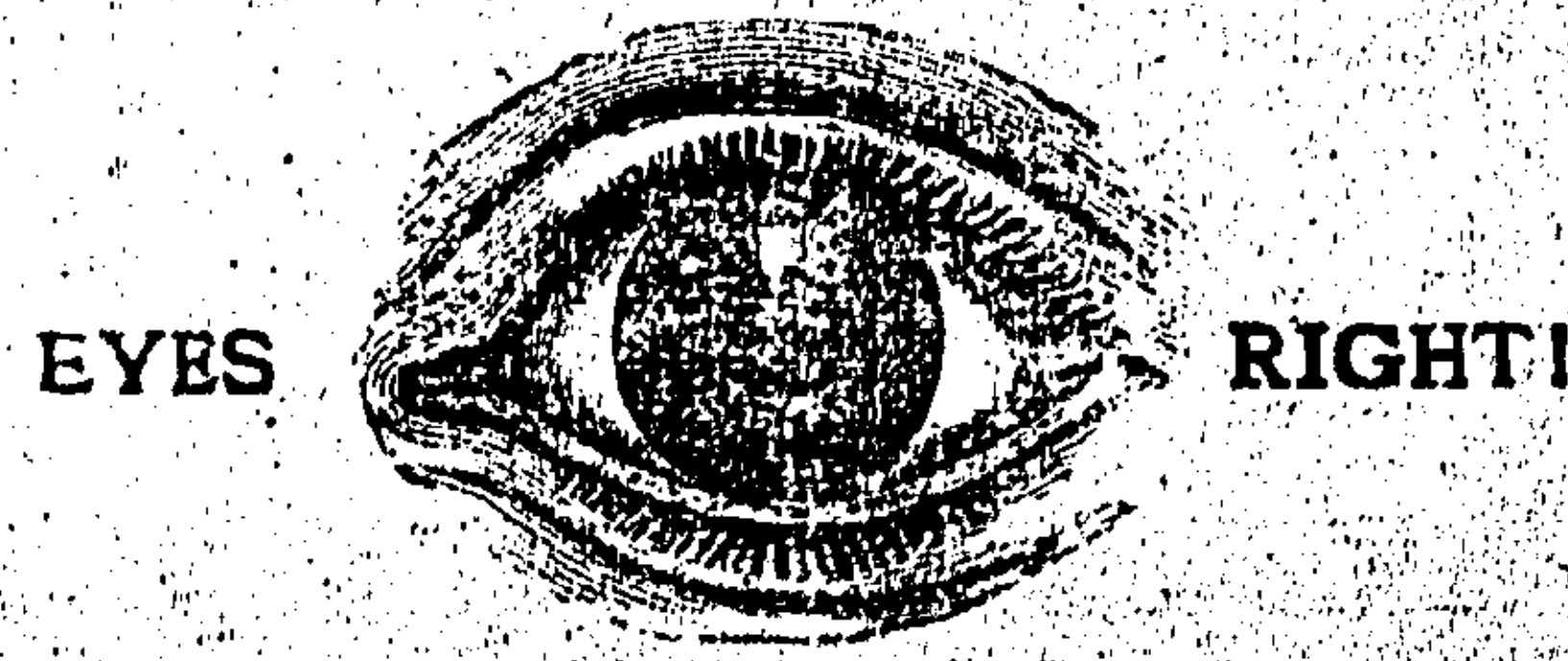
VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incident to the weak and feeble and in whatever form it may manifest itself, such as nervousness, tremulousness, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden attacks of fainting, dizziness, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, headache, hearing down, neuralgia, neuralgic rheumatism, neuralgic neuralgia, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerve, arrests all weakening wasting discharges, involuntary losses, &c., restores the falling energies, and imparts new life and vigour to what had so recently seemed worn and "used up," and vitality.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it taken into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and in whatever form it may manifest itself, such as nervousness, tremulousness, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden attacks of fainting, dizziness, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, headache, hearing down, neuralgia, neuralgic rheumatism, neuralgic neuralgia, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerve, arrests all weakening wasting discharges, involuntary losses, &c., restores the falling energies, and imparts new life and vigour to what had so recently seemed worn and "used up," and vitality.

Agents for India:—TREACHER AND CO., LTD., BOMBAY, BYCULLA, and POONA.



N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free. LONDON, CALCUTTA, SHANGHAI, 11, John Street Bedford Row, W.C. 2, 50, Beilack Street, 106, Nanking Road.

D. NOMA,
PROFESSIONAL TATTOOER
THE EXPERT REMOVER OF TATTOO MARKS.
No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as tattooing makes some species of tattooing, and must be taken to have the work done in a perfect, light-toned manner. In order to take special precaution against possible danger, I use fresh materials daily.

The copying of Portraits with distinct plantations is a specialty.
Hongkong, 15 September, 1908.

Dentistry.
Dr. M. H. CHAN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
11, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1909.

TRUSTED G.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.
Consultation Free.
Hongkong, 20th June, 1909.